



**Your company plane just crashed:
Are you prepared to deal with
NTSB?**



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ARTURAS KERELIS

PASSENGERS EVACUATE PLANE BURNING ON RUNWAY



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The million dollar question?

- Are you prepared to interface with NTSB if there is an accident involving your organization?



- Do you understand the party system?
- Who will be your party coordinator?
- Are you familiar with NTSB's rules and practices?

Check your Knowledge

If there is an aircraft accident in the U.S. involving your organization's aircraft, your organization could be designated as a party to the investigation.

- a. True
- b. False



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Check your Knowledge

Select the most correct answer

NTSB investigations are for the purpose of:

- a. apportioning blame
- b. finding fault
- c. determining liability
- d. all of the above
- e. none of the above



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Key Terms

- **IIC** – NTSB Investigator-in-Charge of an investigation.
- **Group Chairman** – NTSB investigator who leads a particular investigative group.
 - e.g., Operations Group Chairman
- **Party Coordinator** – the lead person for a party to the investigation.
 - e.g., if your organization is a party to the investigation, this person will be the primary point person for all investigative activities within your organization.



The Board



Earl Weener



Bella Dinh-Zarr
Vice Chairman



Chris Hart
Chairman



Robert Sumwalt



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NTSB Investigations

DIFFERENT TYPES OF INVESTIGATIONS



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Different Types of NTSB Investigations

Data Collection Accident ("C-Form")

- Non-injury GA accidents
- No airworthiness issues



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Different Types of NTSB Investigations



Limited Investigation



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Different Types of NTSB Investigations

Regional Investigation



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NTSB Regional Offices



ANC

Alaska Region
Anchorage, AK

WPR

Western Pacific Region
Seattle, WA

CEN

Central Region
Denver, CO

ERA

Eastern Region
Ashburn, VA



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Different Types of NTSB Investigations

Go-Team Investigation



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NTSB Investigations

PARTIES TO AN INVESTIGATION



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The Party Process

- The NTSB designates parties to the investigation to those organizations that can provide technical expertise.
- Typically parties may include:
 - FAA (by law)
 - Operator
 - Airframe and engine manufacturers
 - Major component manufacturers
 - Pilot, ATC, maintenance, and flight attendant union representatives
 - Airport authorities
 - First responders



Value of the Party System



- Parties provide technical expertise
- Parties provide checks and balances to the process of accident investigation
- Transparency
- Immediate corrective actions



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NTSB Investigation No. _____

Date of Accident: _____

Accident Location: _____

CERTIFICATION OF PARTY REPRESENTATIVE¹

I acknowledge that I am participating in the above-referenced accident or incident investigation, on behalf of my employer who has been named a party to the National Transportation Safety Board (NTSB) safety investigation, for the purpose of providing technical assistance to the NTSB's evidence documentation and fact-finding activities. I understand that as a party participant, I and my organization shall be responsive to the direction of NTSB personnel and may lose party status for conduct that is prejudicial to the investigation or inconsistent with NTSB policies or instructions. No information pertaining to the accident, or in any manner relevant to the investigation, may be withheld from the NTSB by any party or party participant.

I further acknowledge that I have familiarized myself with the attached copies of the NTSB Accident/Incident Investigation Procedures (49 C.F.R. Part 831) and "Information and Guidance for Parties to NTSB Accident and Incident Investigations," and will comply, and, if the party coordinator for my party, take all reasonable steps to ensure that the employees and participants of my organization comply, with these requirements. This includes, but is not limited to, the provisions of 49 C.F.R. §§ 831.11 and 831.13, which, respectively, specify certain criteria for participation in NTSB investigations and limitations on the dissemination of investigation information.

No party coordinator or representative may occupy a legal position or be a person who also represents claimants or insurers. I certify that my participation is not on behalf of either claimants or insurers, and that, although factual information obtained as a result of participating in the NTSB investigation may ultimately be used in litigation (at the appropriate time, and in a manner that is not inconsistent with the provisions of 49 C.F.R. § 831.13 and 49 U.S.C. § 1154), my participation is to assist the NTSB safety investigation and not for the purposes of preparing for litigation. I also certify that, after the NTSB Investigator-in-Charge (IIC) releases the parties and party participants from the restrictions on dissemination of investigative information specified in 49 C.F.R. § 831.13, neither I nor my party's organization will in any way assert in civil litigation arising out of the accident any claim of privilege for information or records received as a result of my participation in the NTSB investigation.

Signature

Date

Name & Title

Party Organization/Employer

¹ In aviation investigations this form may also be referred to as "Statement of Party Representative to NTSB Investigation."



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NTSB Investigations

TAKE HOME POINTS



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Take home points

1. Become a party member
2. Make party submission
3. Meet with Board Members before Board Meeting



NTSB Investigations

KEEPING OUT OF TROUBLE



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Keeping out of trouble

- Do not speculate on the cause of an accident with the press
- Do not withhold information from the NTSB
- Do not conduct a parallel investigation
- Always plan for and devote the proper resources to the investigation



VERY IMPORTANT!!

- If you are a party to an NTSB investigation, all information related to the actual investigation must come from the NTSB.



This is not a gag order



- We want one voice of the investigation.
 - The NTSB is that voice.
- Parties may discuss things not directly related to the actual investigation.

RULE OF THUMB

If you can say it the day *before* the accident, you can probably say it *after* the accident.



The French-owned Airbus said in a statement that the crashed airliner was built in 1997 and had accumulated more than 56,000 hours of flight time. Metrojet acquired the plane in 2012, Airbus said.

Washington Post
November 1, 2015



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NTSB Press Release

National Transportation Safety Board Office of Public Affairs

NTSB Revokes Party Status of a Union and an Airline for Violating Agreements

8/25/2014

The National Transportation Safety Board has revoked the party status of both the Independent Pilots Association and UPS Airlines from its ongoing investigation of UPS Flight 1354, an A300-600 air cargo flight that crashed on

The NTSB may grant "party status" to those organizations that are able to provide technical assistance in an investigation. As a condition to being granted this status, parties sign an agreement that explicitly prohibits them from releasing investigative information to the media or to comment or analyze investigative findings without prior consultation with the NTSB. Once the investigation is completed, all such restrictions are lifted.

"It doesn't matter who started it," said Hart. "Neither action is acceptable."

10 years, the NTSB has had the sole responsibility for disseminating aviation accident investigation-
of the accident's occurrence all the way through to the end of its investigation. This
party member from unfairly influencing the public perception of the

A GOOD PRACTICE

To be safe, clear press releases with NTSB Investigator-in-Charge or Public Affairs Office before releasing information.

